

Date: April 1, 2022  
Attn: City of Newberg Housing Planning Department  
From: Camellia Planning  
Subject: Phase One Public Engagement Report

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The first phase of engagement by Camellia Planning for the Newberg Car Camping Initiative was completed on March 25th. This phase consisted of interviews held by Camellia Planning team members with stakeholders in the Newberg and Yamhill County region who work with houseless populations. Interviews were conducted via zoom and telephone, and notes were taken by Camellia Planning staff. The following report summarizes the information gathered through these interviews.

Number of Interviews Held: 12

- Abisha Stone, Yamhill County Workforce Housing Consortium
- Casey Kulla, Yamhill County Housing Strategies
- E.C. Bell, Community Member, former Chair of the Newberg Affordable Housing Committee, and former Pastor
- Howie Harkema and Pauline Metoxen, Encompass Yamhill County
- Jodi Hansen, Remnant Initiatives
- Yvette Heryford, Love Inc.
- March Runner, Yamhill County Action Partnership (YCAP)
- Becky Wilkinson, Providence Newberg Medical Center
- Shyla Jackson, Newberg Public Schools
- Lisa Bates, Portland State University
- Marisa Zapata Portland State University
- Jan Roberson, Portland State University

Key Takeaways:

- ❖ Further outreach is needed to ensure that individuals who have lived experience car camping (either current or previous) are involved in these conversations. Camellia Planning will continue to attempt this type of outreach.
- ❖ It is crucial to determine what the City of Newberg defines as a successful car camping program to decide what types of services are or are not necessary to include in a car camping program.
- ❖ There are existing organizations who would be interested in participating in such a program, decreasing the burden of program creation on the City of Newberg.

Main Themes of information:

- ❖ **Car camping is an invisible problem in Newberg:** Many stakeholders discussed that while car camping is happening in the Newberg area, it is not as visible as in other cities, such as Portland. Many of the stakeholders we spoke with were able to identify areas that they believe individuals are using for car camping, but remarked that these vehicles

are not as easily spotted as in other cities. As such, car camping in Newberg tends to be policed on a complaint basis rather than through routine monitoring.

- ❖ **Some car camping support already exists:** Some stakeholder shared that there are organizations in and around Newberg that currently support car camping in conjunction with other services that those organizations offer. These are small operations, and they choose to stay under the radar to prevent community knowledge and possible controversy. As such, a concern that has arisen from multiple interviews is the potential harm that opening discussions surrounding car camping could have, either to individuals who are car camping “invisibly” currently, or to these programs that are operating under the radar.
- ❖ **Services are necessary:** Many, but not all, of the stakeholders feel that in order for a car camping program to be successful (note, see theme titled “Success Metrics” below), it needs to have services connected beyond basic sanitary facilities. While there is no overwhelming consensus on what these services should be, the majority of stakeholders suggested that connections to food banks, shelters, and organizations to assist with finding affordable housing are all options that contribute to the beneficial nature of a car camping program. Some of these types of services also involve car camping participants being registered with an organizing body, sometimes to connect them to some sort of case workers, and sometimes to just have the knowledge of who is utilizing the program and what their needs are.
- ❖ **Success Metrics:** Many stakeholders in interviews expressed the need for clear definitions of success in order for a proper program to be created. These definitions ranged from simply providing places for people to legally park, to attempting to find stable housing for individuals who enter the program. Many of the service providers we spoke with have differing success metrics, and due to this run their programs differently, so this is an important step in the process of creating a program.
- ❖ **Programs without structure can bring problems:** While many stakeholders believe that any sort of program allowing legal parking will bring some benefits to those in the houseless community who are currently car camping, others raise concerns about a program without connected services. They raise awareness to previous car camping programs without services that resulted in the sponsoring locations having some issues with theft. While this is not guaranteed to be an issue, if a car camping program in Newberg did not have wrap-around services it is a consideration that should be evaluated.
- ❖ **Other groups want to get involved:** In conversations with services providers in the Newberg and Yamhill County areas, many expressed interest in participating with the City of Newberg on a car camping program. Encompass Yamhill County currently runs a car camping program in McMinnville (with city support and funding), and would be interested in developing a partnership with the City of Newberg. Love Inc, which helps coordinate the majority of outreach services for the houseless population in Newberg, also expressed interest in being involved in development conversations if the City of Newberg chooses to pursue such a program.
- ❖ **Other Attempts:** Some stakeholders mentioned a previous attempt to create a car camping program in Newberg around 2013. At the time there was general support in the

community due to the nature of the program, buy-in from faith communities who would be hosting parking spots, and the way the program was framed with the public in mind. The reason it ended up not working out was due to liability insurance concerns on the part of the faith communities. As such, it is important to both include these communities in conversations surrounding a potential program, as well as inquire with existing programs in other municipalities to see how they ensure that faith communities and other potential host organizations have the resources needed to host parking spots.